

S. Seen Widening Drug War

Support for More Colombia and Peru Is Reported

Ronald J. Ostrow
Associated Press
WASHINGTON — U.S. officials are considering support for more Colombia and Peru in the war against narcotics, according to a report in the Washington Post. The report says that the U.S. is planning to send more troops and equipment to these countries to help them fight the drug trade. It also mentions that the U.S. is providing training and financial aid to the police and military forces in these countries.



The map shows the location of Colombia and Peru in South America. Colombia is located to the north of Peru. The map also shows other countries in the region, including Venezuela, Ecuador, and Brazil.

LTV Files Petition On Debts

Seeks Protection Amid Setbacks in Steel and Energy

DALLAS — LTV Corp., crippled by hard times in both the steel and energy industries, filed Thursday for reorganization under Chapter 11 of federal bankruptcy laws. The filing was a surprise, as LTV had previously denied any financial problems. The company's assets include its steel mills and its energy division. The filing comes at a time when the company is facing significant challenges in both industries.



Two Carmelite nuns were greeted in Marawi, Philippines, after their release Thursday.

10 Nuns Are Released By Philippine Captors

MARAWI, Philippines — Most of the 10 Roman Catholic nuns released Thursday after being held captive for six days in the southern Philippines. The nuns were part of a group of 20 who were kidnapped by a militant group. The release of the nuns was a significant event in the region, as it showed that the militant group was willing to negotiate.



Carol Ann Lawrence, wife of a kidnapped American missionary, on Thursday in Marawi, Philippines.

Carol Ann Lawrence is the wife of a kidnapped American missionary. She was released along with the other nuns. The kidnapping of her husband was a major event in the region, as it highlighted the threat posed by the militant group.

U.S. May Seek To Link Cuts in Arms and Tests

By Michael R. Gordon
New York Times Service
WASHINGTON — The Reagan administration is considering cutting simultaneously for cuts in the number of underground nuclear tests by the United States and Soviet Union and in the number of strategic weapons on each side. The idea is to link the two issues, as the administration believes that the two are related.

The administration has never before suggested reducing the number of tests. Administration officials cautioned that the administration was still debating the idea. They also mentioned that the cuts in tests would be linked to cuts in the number of strategic weapons.

Some critics of the proposal within the government said there was no direct correlation between the number of weapons and each side and the number of tests each side conducted. They also mentioned that the cuts in tests would be linked to cuts in the number of strategic weapons.

S. Faces Harsh Critics Over 'Arrests' Overseas

By Jim Schachter
Associated Press
WASHINGTON — Agents of the U.S. Drug Enforcement Administration (DEA) are being criticized for their actions overseas. The critics argue that the DEA's actions are in violation of international law and that they are causing harm to the people of the countries where they are operating.

Thousands of Ugandans Trying to Start Life Over

By Blaine Harden
Washington Post Service
KAMPALA, Uganda — Livingston Sendikwa is back in town. But, as a refugee, he is not the same man. He has lost his home and his family, and he is struggling to start a new life. He is one of thousands of Ugandans who have been displaced by the conflict in their country.

China Arrests Reporter for N.Y. Times

New York Times Service
NEW YORK — John F. Burns, a New York Times reporter, was arrested in China for his reporting on the country. The Chinese government accused him of espionage and of interfering in China's internal affairs. Burns was released after a few days, but the incident has caused a major diplomatic row between the U.S. and China.

In U.S. South, Heat and Death

People, Animals and Crops Suffer in Record Drought

By Dudley Clendinning
Associated Press
ATLANTA — For a week and a half it has been so hot across the South that chickens die in their shells, fish in their ponds, cattle in their fields, and people in their homes. The drought is the worst in the region in decades, and it is causing significant damage to the economy and the environment. The heat and the lack of water are taking a toll on everything in the South.

U.S. Ratifies U.K. Pact on Extradition

WASHINGTON — The Senate Thursday ratified a treaty with Britain that will make it easier to extradite suspected Irish guerrillas from the United States. The treaty is part of a larger agreement between the U.S. and Britain on extradition. The ratification of the treaty was a significant step in the process of bringing the guerrillas to justice.

Harold McLamb, a Farmer in South Carolina, in a Field of Dry and Dying Soybeans



Harold McLamb, a farmer in South Carolina, in a field of dry and dying soybeans.

INSIDE

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The conference committee on reform asked President to withhold comment on the defense system. The committee is still working on the details of the reform, and they are hoping to complete it soon. The President's role in the process is still unclear.

TOMORROW

TOMORROW
North of Israel, Merchant. The merchant is expected to arrive in Israel tomorrow. The arrival is a significant event, as it marks the first time in many years that a merchant has been able to trade in the region.

INSIDE

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The train in Spain

...k view of Tokyo

2. The Suzuka Line has 40-minute intervals between departures, with the first departure at 8:00 a.m. and the last at 10:00 p.m. The line is a popular sightseeing route, with many passengers departing from the Azuma bridge near the station. The line is a popular sightseeing route, with many passengers departing from the Azuma bridge near the station. The line is a popular sightseeing route, with many passengers departing from the Azuma bridge near the station.

"American in Dublin"

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3. _____

Many of the 24,000 islands in the Stockholm archipelago are low slabs of rock called skerries.

Isles of a Summer Night

by Jeppe Wikstrom

STOCKHOLM — The 24,000 islands of the Stockholm archipelago float in a gray-blue sea like so many pieces of broken china scattered across the floor, in every conceivable shape and size, from tiny shards to the odd half-plate with a jagged edge.

This island world, covering an area the size of Connecticut, actually starts in Stockholm. The central parts of Sweden's capital are built on the innermost islands. From there the archipelago fans out toward the Baltic Sea. Years ago hundreds of small boats came into Stockholm from the outer islands every day to sell fish. Now municipal "bus boats" depart for the archipelago from the center of the city, right outside the royal castle and the opera

The islands near Stockholm are virtual suburbs, densely populated and connected to the mainland by bridge or car ferry. Other parts of the archipelago are uninhabited and among the wildest areas in Europe. Some of the islands, forest-clad, rise high above the sea; others are low, naked slabs of rock called skerries. On some it takes several hours to walk from one end to the other; some you could swim around in a minute.

There are relatively few tourists in the archipelago even at the height of summer. There are many summer houses, characteristically painted red, and in the vacation month of July the waters teem with yachts. Yet there are no chartered buses, no bars or souvenir stands. The Swedes are protective of this island heritage.

Until recently there were not many opportunities for visitors to sample the pleasures of the archipelago, but in the early 1980s a modest and discerning type of tourism started to develop. A prime example is the Coast Line shipping company's one and only boat, the *Útskar*. On a 12-hour day trip through the outer islands, from Nýnasshamn at the southern tip to

Kayaks enable visitors to navigate shallow waters

Norrhalje about 30 miles (48 kilometers) north of Stockholm, the boat follows a

route that seems to pass almost dangerously near skerries and reefs. This trip brings home the remarkable number of islands and skerries in the archipelago. In the course of a few minutes, we counted more than a hundred. Sometimes it seemed the boat had blundered into a tangle of islands from which there could not possibly be

Other vessels also serve the islands. The Stromma Kanal offers a three-hour trip starting in Stockholm and sailing down canals through woods and farmland out to Sandhamn, one of the archipelago's liveliest communities and the yachting center of the area. Most of the buildings are from the 18th and 19th centuries; small wooden houses are clustered together by the sea.

most painted red, some green and yellow. Quite a few have gingerbread details, with

Among the 10 or so small shops on Sandhamn are a good bakery and an art and crafts center that sells first-rate examples of Swedish woodenware and textiles such as key rings in the form of small blocks (\$10) and handknit sweaters (\$110). The most attractive articles are wooden duck decoys (about \$80), so popular they are often sold out by mid-July. There are two good restaurants on the island, which has been an important pilot station for hundreds of years.

Another island worth a visit is Ballero, one of the most beautiful in the outer archipelago, with splendid (though sometimes slightly difficult) walks along the

ironbound shore with its round, smooth, rather soft-looking rocks. In the inner, forested areas of the island, a visitor might see one or two roe deer. A small museum shows life in the archipelago in bygone days, mainly through pictures. Though Bullero is a fair-sized island — it takes several hours to walk around it — only one family lives there permanently. You can buy smoked fish from them, but there are

The best place to get an idea of farming on the islands is Angso. Pasture land, hay meadows and small patches of tilled land are surrounded by thick forests, and a few cows, untrammelled by fences, leisurely graze. Angso was designated a national park in 1909, the smallest of Sweden's 20 national parks and the only one in any of its archipelagos. The display of flowers in

its meadows in June and early July is

The easiest way to get around the archipelago is on the bus boats of Waxholmsbolaget, which cover many of the inhabited islands. Many of the boats do justice to their name, being all too buslike, practical but rather dull. There are, however, two outstanding exceptions: the steamboat Storökar (built in 1908) and Norrkärr (1910), gleaming with polished wood and brass, they chug proudly but at no great speed among the islands. The Storökar also carries a pleasant luncheon crew, around the islands nearest Stockholm. The Norrkärr provides a day tour to Sandhamn and provides a look at almost all the different kinds of islands except the outer skerries.

Among other steamboats, the *Blidsund* (1911) does five evening trips a week from Stockholm, with jazz, blues and soul music on board; the *Björkjärden* (1925) goes out three evenings a week with a jazz band and stops at one of the islands for dancing on the landing-stage, a popular island tradition.

Perhaps the best way to travel round Stockholm's archipelago is on a small yacht. There are plenty of excellent, well-protected natural harbors, and the *allmänsmansrätt* ("public right"), an ancient law, allows public access to private land and water. Anybody can anchor a boat on almost any shore, and stay overnight for 24 hours. (Private gardens, cultivated land and private landing-stages are exceptions to this rule; otherwise practically all the countryside in Sweden is open to anyone.) This public right entails certain obligations: Littering or damaging the coun-

An alternative to cruising or sailing around the islands is kayaking. Last summer a group of nine — a Stockholm woman, three Swedish students, a Seattle couple, an English chemist, a Swedish doctor and myself — were led on such a trip by a guide from a Stockholm travel agency. Because the kayaks could be maneuvered

Continued on page 6

SHOPPING

In Dublin's Fair City, a Crafty Restoration

by Hugh Oram

UBELIN—A revival in crafts has made Dublin one of Europe's most exporting places to shop. Besides department stores, antique shops and art galleries, Dublin has many craft shops. The city's 180-year-old craft shops have passed five to ten years, recalling the times of shops and craft workplaces, 65 in all, from a quadrangle around an enclosed courtyard at the Powerscourt Center in Southwicks Street, near Grafton Street. Originally Lord Powerscourt's townhouse, built in 1774, the building was a clothing warehouse for 150 years and was restored. Jewelry, furniture and glassware were displayed in the building. The lines created here. Copper Craft is an individual lesson in copper from the Book of Kells (the original manuscript of the Bible) to the lines created here. Copper Craft is seen just down the street at Trinity College for 16.50 Irish pounds.

lost of Dublin's interesting shops are within a half-mile radius of City College, but one mile (1.6 kilometers) away, the IDA Enterprise Centre in Pearse Street (tel. 775-655) welcomes visitors to its many small trading places.

A new shop in the Guinness brewery complex, also about a mile from the city center, a whole range of Guinness-branded products is sold, adding T-shirts (4.95 pounds), beach towels (£8.85 pounds) and an early Guinness hip flask (15.25 pounds). The adjacent bar serves the craft Guinness in Dublin — free.

The craziest vitality in crafts has been induced many other unusual items. Best Irish shop at the Waterbury Hotel (791-233) has models of the Irish harp, Aran sweaters, pyjamas, cream colanders, for 7.20 pounds.

Fergus O'Farrell, 60 Dawson Street (770-862) has lifesize models of Irish sheep with detachable, washable fleeces for 175 pounds. O'Farrell also has miniature vinyl Dublin coal hole covers at 2.99 pounds; they make ideal place mats.

Kilkenny Design Shop, Nassau Street (777-066), has long been a showplace of Irish goods, from glassware and pottery through clothes. It has lambswool skirts for 48.80 pounds. The long-established Woollen Mills, by the Ha'penny Bridge over the River Liffey (770-301), has a wide

Rummaging in quayside shops is rewarding

range of tweeds for women, including skirts at about 50 pounds, and fabric lengths. Many of these tweeds carry the name of the famous Irish designer, and many of these lines carry the sweater's name, a real bargain in an already saturated area. At counterprice shops like J.B. Jorgensen, 35 West 116th (718-1111), prices can be higher: an Irish linen blouse, for example, at \$186.

Four major department stores have feasts of Irish shopping: Arnott's (Grafton Street and Henry Street), Brown Thomas and Switzer's (both Grafton Street), and Clery's (O'Connell Street). Switzer's claims to have the world's largest display of the tweed for men.

Dublin has about 70 antique shops and more than 20 ornamental art galleries. Along the River Liffey, rummaging in quayside shops is rewarding for both antiques and secondhand books. Recently at Edwina

Burles's, 14 Bachelor's Walk (730-296), I found a huge Irish kettle, more than a century old, for 20 pounds. In the past few years, many new galleries have joined such favorites such as Hendricks in St. Stephen's Green. The Solomon Gallery, Powerscourt Center (794-237), has an exquisite craft shop, while at the Oriel Gallery, 17 Clare Street (763-410),

Most art shops in Dublin sell hand-tinted Jack B. Yeats prints produced by Cuala Press, run by Anne Yeats, daughter of W.B.; these charming prints are reasonably priced at about 8 pounds. At the Gallery of Photography, 37 Wellington Quay (714-654), prints and posters of old photographs of Dublin and Ireland start at 3 pounds. At the National Gallery shop, Merion Square (608-533), framed prints from the collection run from 13.95 pounds to 40 pounds. The 1987 calendar featuring gallery works should be ready soon for 5.95 pounds.

Books on Irish topics have become numerous in recent years. The best shops for browsing or buying are Eason's (O'Connell Street), Greene's (Clare Street), Hanna's (Nassau Street), Hodges Figgis (Dawson Street) and the Paperback Center (Suffolk Street).

One of the best shopping locations must be left to last: the Dublin airport's duty-free shopping area, well stocked with clothes, crafts, foodstuffs, and drink. A linen crocheted cardigan, the height of Irish-made elegance, is 101 pounds. Men's handwoven wool sweaters are 36 pounds. Some Belleek pottery is modestly priced, such as a salt cellar at 6.90 pounds or an ashtray at 15.50 pounds. A set of six Irish linen damask napkins is 27.95 pounds; in the city center, the price for the set would be 46.50 pounds. And two whole sides of Irish smoked salmon cost about 25 pounds.

Hugh Oram is a Dublin-based author and journalist.

Plein air piano at Powerscourt town house centre

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TRAVEL

THE FREQUENT TRAVELER

Independents Breaking State Airline Monopolies

by Roger Collis

BUSINESSMEN and other regular travelers who are unable to take advantage of many low fares within Europe because of special booking conditions are being exploited by the state-owned and dominated airlines, which charge excessive fares on busy routes," says Michael Bishop, chairman of British Midland Airways. "We don't actually think it's right that these people who produce our bread-and-butter business should be asked to cross-subsidize the tourist. That's discriminatory."

EC deregulation: 'An explosive situation.'

fares for business as well as leisure travelers by challenging the monopoly of state-owned carriers on some routes.

British Midland keeps it simple on its new service to Schiphol: you get business-class service however much you pay, and there are only four fares instead of the usual dozen. A business-class one-way ticket costs £69 (\$104) compared with £85 on KLM or BA; a same-day round-trip costs £119; a one-way "late saver," bookable within 48 hours of departure, costs £39; and a conventional PEX ticket costs £69.

British Midland's Time-Flyer fares (the tariff depends on the time of day you fly) between Gatwick and Schiphol, Brussels or Frankfurt can save up to 50 percent of normal economy fare. You can change your return flight if you upgrade to a more expensive time segment; you must stay a minimum of one night but it need not be a Saturday.

Virgin Atlantic has an unrestricted charter flight of £35 between Gatwick and Maastricht in the southern Netherlands (convenient for Brussels, Cologne, Eindhoven) and is looking at similar cut-price services to other destinations.

Novelty Frontiers, France's second-largest tour operator, runs a "scheduled" charter flight (operated by British Island Airways Ltd.) between Gatwick and Paris (one flight each way) every Friday and Sunday for 490 French francs. There are no restrictions; you can even change your return. The company is planning more flights. (It is probably no coincidence that Air France and BA have "experimentally" cut their APEX fares between Paris and London from July 1 through August 31.)

Most of these good things have been made

possible through the erosion of European protectionism by a series of liberal bilateral agreements in the last two years between Britain and the Netherlands, Luxembourg and Belgium — allowing designated airlines to fly any routes between the two countries at any fares and any frequency — and by a recent threat by the EC Commission to take national airlines to court unless member states make significant progress toward liberalizing air transport.

This threat followed a ruling by the European Court of Justice in April (a test case in which Nouvelle Frontières was taken to court for discounting) that effectively outlawed uncompetitive price-fixing by airlines. Nobody expects deregulation to happen overnight, but there is a groundswell of reform that may lead to confrontations between protectionist governments — such as those of Spain, Italy, Greece, West Germany and possibly France — and independent airlines and charter operators. This in turn may lead to further EC rulings.

"Nothing much will happen until the Council of Ministers' meeting in September," said Christian Pinot, international director of Nouvelle Frontières, "but it's an explosive situation."

"The climate is changing," said British Midland's Bishop. "There's a very strong grass-roots feeling by people that they are being exploited by the airlines. It'll take time, but when the walls start to crack, I think they'll crack quite quickly."

Bishop said he expected two things to happen on the Heathrow-Schiphol route: BA and KLM will reduce fares and traffic will grow. "After we came in to compete on Glasgow and Edinburgh, traffic went up by 35 percent in three years," he said.

British Midland has had a similar experience. Bishop said its service between Gatwick and Amsterdam and Brussels, where it operates its Time-Flyer fares, Michael Bathgate, B-Cal's general manager for Europe, said: "We started on Brussels last December as soon as the Anglo-Belgian air-service agreement was liberalized. Since then we've seen a 50-percent growth in our passengers. Interestingly enough, by no means all of it has come from Schiphol and BA. We've generated a lot of new business from the ferry and jetset. He said he believed about half this growth represented business passengers.

Time-Flyer is an imaginative system. Flying from Gatwick to Brussels, for example, you can do a round trip for £80 (business-class costs £178) if you depart and return on the off-peak lunchtime flights. If you want to come back on a peak morning flight, you can upgrade for a total cost of £108 pounds.

Not surprisingly, B-Cal is meeting resistance to Time-Flyer on Europe's more protected routes. "We just have to keep chipping away," Bishop said.

In France, Nouvelle Frontières is chipping away on charter routes to Frankfurt, Gatwick and Amsterdam, so far without success. The climate in France may however be changing; early this year, Air France lost its monopoly on flights to French overseas destinations as an opportunity Nouvelle Frontières was quick to exploit. "We have created a business department with the aim of providing business traffic with lower fares than scheduled airlines and without restrictions," Pinot said.



Men Watch, Women Work in Yunnan

by Kate Singleton

KUNMING, China — The billion-strong population of China is 93 percent Han Chinese, but the remaining 7 percent is made up of 55 national minorities, some of whom wear their national costumes and, to the careful observer, have features distinguishable from those of the Han. They can be found in a half of the Chinese-controlled territory, mostly in the sensitive border regions. One such region is Yunnan province, which borders Laos in the south, Burma in the west and Tibet in the north.

Kunming is the capital of Yunnan. It is a long train ride from anywhere. If you approach Kunming from the southeast you will probably find yourself sitting up on a wooden seat for 36 hours at a stretch, because the train set out from Shanghai and there are no more coaches available.

Chinese trains do not have classes but categories: hard and soft. The hard sleepers consist of rows of rudimentary cots in one long carriage with a corridor down one side. This is obviously less comfortable, but it is cheaper and interesting. You are likely to meet people who are teaching themselves English and would like you to correct their homework, for instance. Others may play chess with you — a great attraction: the Chinese love watching competitive games.

The city is at an elevation of 1,890 meters (6,196 feet), and the weather is pleasantly springlike almost year-round. This means it is usually full of flowers and color. Kunming is a strange mixture of old and new, uniformly and surprise. The best way to see this is by bicycle. You can hire one from the new part of the Kunming Hotel (though if you've been traveling in China for some time you'll appreciate the bathroom in the old part, where you'd be advised to stay; it is less touristy and less expensive than the new).



In the park at Kunming.

You will also find a China Travel Service desk there for plane and train reservations. This will save you queuing at stations and CAAC offices.

So off you pedal, and now it is your turn to do the staring: signs depicting a toothy mouth to advertise a dentist's shop were yesterday can admire the practitioner's skill with a pair of pliers; little old ladies with bound feet in their tiny slippers; women wearing bright blue jackets, and others with colorful embroidered jackets; young people in jeans and sneakers.

In Cailin Park you can sit under the trees by the lake and read, or mingle with the audience around a group of local musicians. You can sip tea in one of the tea gardens you'll probably find there, or wander into a well-kept area with flowering cherry trees, to watch men sitting on stone benches playing cards or games with illustrated counters.

There are various parks and temples to visit within a 15-kilometer or 10-mile radius of Kunming. Take local buses rather than on guided tours. If you have the energy, there is nothing to stop you making your way there by bike.

If you have a week or more to spare, go to Dali on the west side of the province. Here you can walk on the Cangshan mountain or explore the large Erhai lake and the surrounding villages. Getting there is a bit of an undertaking, however. There are two daily bus services, both from the same depot in Kunming. You can choose between a large old-fashioned coach and a sleek new Nissan minibus that is more expensive but quicker.

The journey is across three mountain ranges with extraordinarily varied vegetation though you may not always find it easy to concentrate on the scenery; in the big buses, people are sometimes car sick, and in the minibuses the driving can be unrelenting on mountain bends. The unwritten rule seems to be that the newer the vehicle, the more right of way the driver has. You can only hope that driven from the opposite direction can judge the newness of an out-of-sight Nissan by the sound of its horn.

Dali is a tiny town but is the administrative center for a fairly large area. It is at almost 2,000 meters, more or less where the great Yunnan-Thibet and Yunnan-Burma highways meet. In the past it played an important role in exchanges between China and southeast Asian countries.

There are two things in Dali that you will probably appreciate immediately: the food and the architecture. The town, which has only been open to tourists for a couple of years, is full of excellent little restaurants. The local specialty is a steaming codfish of fish, meat, vegetables, ginger, bean curd and many other tasty things.

The houses are elegant and ornate, usually arranged around a series of courtyards. Often the facades have fountains decorated with

black and white paintings of local scenes. Grey marble is also used for carvings and detailing. The word *dali* means *stone*. There is a lot of it on the nearby hills which ring with the sound of hammering it into stone.

In the surrounding countryside you see people heaving great lumps of wet onto carts, which are hand-drawn to the fields. On the lake side of the road, the earth is richer; farmers hoe and dig harvest by hand. Down by the water, nets pulled up, mended and folded by teams of three or four. After you have been talking these scenes for about a day, you realize precisely all the hard work is done women.

Well over half the population of Dali belongs to the Bai people, whose wear brightly embroidered headscarves as colorful wear with an embroidered ag over the top of cotton pants. Duller vest of this outfit are worn in the fields. The women are pretty and persuasive. Of sight of the authorities they will try to you costumes they have embroidered, or silver bangles and encased hairpins if wear. You will find other local problems the big embroidered market held just outside town on Mondays; many of the stalls kept by women.

When Marco Polo visited Dali in the 13th century, he noted that "all the men are soldiers; according to their custom, do nothing except enjoy themselves; women do all the hard work." To which added, however, a custom no longer exists: "When a woman is delivered of a child, the husband stays in bed for 40 days" while his friends come to visit him. "And the wife gets up and does the housework and sees the husband in bed."

Kate Singleton, a Milan-based journalist, recently returned from an extended visit to China.

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FOOD

The Fragrant Melons of Cavaillon

CAVAILLON, France — Nov. 15, 1864, was a historic day for Alexandre Dumas père as well as for the famous fragrant and juicy Provencal fruit known as *melon de Cavaillon*. On that date the prolific French writer made a deal with the municipal government of this town, situated along the Durance River. In exchange for donating 194 volumes of his work to the local library, Dumas won exclusive rights to the time annual gift of a dozen fresh Cavaillon melons.

"I have never eaten fresher, more flavorful, more flavorful or more palatable melons than those of

PATRICIA WELLS

my annuity," Dumas later wrote, adding that he hoped the people of Cavaillon would always find his books as charming as he found their melons.

The arrangement came about because a librarian was asking Dumas to send two or three of his favorite works. Since Dumas was equally fond of all his writing, he sent the lot, then requested that the municipality send him the melon annuity in return.

The annuity ended shortly after his death in 1870, but a few years ago a French academician persuaded the mayor of Cavaillon to reinstate the agreement and send the prized melons to Dumas's descendants.

Ultimately, Cavaillon can thank François for its success with melons. He visited the city in 1537 and authorized local farmers to redirect the water from the Durance, allowing them to irrigate land that until then had supported only cereal crops. This Provencal became one of the first agricultural areas to profit from irrigation in France, and it quickly claimed the fast-growing, sun-loving melon — which had been grown in the area in prehistoric times — as its own.

More than half of the 200,000 tons of melons grown annually in France come from the Cavaillon region, which has the proper soil as well as the intense heat and sunlight needed.



The ripening process.



The ripening process.

de Melons suffered indignation after over-indulging in the fruit. In 1777, Louis XV's wife, a noted gourmand, reportedly became extremely ill after eating an excess of chilled melons. (That was not, however, Marie Leszczyńska's first gastronomic indiscretion. The previous autumn she had lost

"I have never eaten fresher, more flavorful or more palatable melons than those of my annuity," said Alexandre Dumas père, hoping that the people of Cavaillon would always find his books as charming as he found their melons.

flesh, it falls into the category of netted, nutmeg melons.

Melons profit from an extremely hot growing season in southern France. The year's first crop, 70 kilograms (15 pounds) of melons, arrived in the Cavaillon market on April 10, and sold for a whooping 140 francs a kilo wholesale. But those willing to pay the opening price of most likely disappointed.

The early melons, largely grown in plastic sheeting or tunnels with a little bit of heat, simply cannot offer the overplump fragrance and density of flavor one finds in the *plein champ*, or field melons that appear from early July mid-September, when they can be found over Provence's retail markets at 40 to 30 francs a kilo.

For maximum enjoyment, a melon should be consumed just slightly chilled (one poet was delighted that melon chilled the throat and cooled the heart). A ripe melon should seem a bit heavy for its size and be slightly soft at the stem as melons ripen at the blossom end. If ripe melons should be stored at room temperature until soft and fragrant. Once a melon will remain even-flavored and succulent if carefully chilled.

TRAVEL

Castelli Romani:
Retreat to the
Hills

by Sari Gilbert

FRASCATI, Italy — In the 22 centuries, Roman emperors and commoners, medieval popes and politicians, Roman Catholic popes and cardinals all had one thing in common: the hills of the Castelli Romani. When the eternal city became too hot and dusty for comfort, they fled inland toward the lush, breezy hills southeast of the capital — an area that had the added advantage of being the site of the ancient ruins of the city.

More than 2,000 years after the castrum was built, the hills are no longer a problem, but much else has changed. When the warm sun comes, many better-off Romans move to summer houses in the Castelli, as the 13 towns in the area are called because of their history as feudal fiefdoms. Small towns and villages in the region also do a thriving business. In the hills, the air is decidedly cooler, the scenery is lush, and the wine is abundant.

Castelli Romani can offer more than just air and good food to the visitor with an interest in history and art. The Castelli colonies are a large extension of the area south of Rome, which was originally settled by the Latins and eventually conquered by the Romans. After the barbarian invasions came the period of domination by the powerful feudal lords of Rome, whose castles became the centers of power and eventually the centers of the expanding townships. By the 17th century, much of the area had come under the control of the Holy See, but the principal centers of power remained in Rome.

The region is about a 40-minute drive from Rome, its farthest point little more than 40 miles (64 kilometers) away, and the towns are close to one another. The area is a people make excursions from Rome, in the area it might be best to do two or even three separate visits. Those with more time



Taking the air at Nemi.

to spare, and traveling in the off season, might like to stay overnight in one of the area's simple, inexpensive hotels.

The imposing Villa Aldobrandini, overlooking the central Piazza Marconi, was built by Cardinal Pietro Aldobrandini at the end of the 16th century. Like most of the palaces, it is not open to the public, but its magnificent gardens, with their statues, fountains and groves, can be visited on weekday mornings. Villa Tulliana, with its lovely water theater designed by the Renaissance architect Carlo Maderno, is now the town park. Villa Falconieri was built in 1545 for Bishop Alessandro Ruffini and later enlarged under the direction of Borromini. The 16th-century Villa Tuscolana, also known as Villa Rufiniana, was once owned by the royal family of Sicily. The spectacular Villa Mondragone, built in 1573, is owned by the Jentini. The Frascati Duomo, or cathedral, in Piazza San Pietro, has a facade by Girolamo Fontana. The three-towered castle

in Piazza Paolo III is now the bishop's palace.

From Frascati it is a short ride to the meager but suggestive ruins of Tuscanum, which was probably settled by the Etruscans but according to legend was founded by Telephus, son of Ulysses and the sorcerer Circe. A few kilometers away is the Colanoli hermitage, founded by Pope Paul V in 1611. The road continues to two smaller Castelli: Monte Mario, where Cato is said to have had a villa and where the entrance to the town is through a monumental doorway in the old Borghese family palace; and Monte Compatri, which also has a Borghese mansion, now the city hall. Behind it is a network of medieval streets.

Midway between these two towns a road to the north leads to Colonna, the smaller and northernmost of the Castelli. The main road leads to Rocca Priora, at 768 meters (2,520 feet) above sea level. The lookout point in front of the medieval castle, which belonged to the Severi family, gives out over the surrounding hills and the wooded slopes of Mounts Armitino, Tuscolo and Cavo.

Heading back to Rome, the road passes through the delightful town of Grottaferrata, whose abbey was founded by a Greek St. Basilian monk, St. Nilus, in the late 10th century and fortified in the 15th by Cardinal Giuliano della Rovere, later Pope Julius II. An abbey museum is open in the mornings and late afternoons. Several times a day the bearded monks say Mass in Greek in the church of Santa Maria, which was consecrated first in 1025 and whose 13th-century Byzantine mosaics share the aisles with 18th-century winged angels. The Chapel of St. Nilus has 17th-century frescoes by Domenico.

If you intend to see the entire region in one trip, from Grottaferrata to Marino or Rocca di Papa you can pick up the Via dei Laghi and continue to the other Castelli. If you are setting out from Rome on a separate occasion, take the Via Appia Nuova out of the city to the turnoff on the left a short way past the Campiano Airport.

Marino is a pleasant hill town, controlled during the Middle Ages by the Orsini and then the Colonna family, whose mansion is the city hall. The town is a pleasant surprise, with its church of the Trinità, has a painting attributed to Guido Reni. But it is best known for its wine festival on the first Sunday of October, when the town fountains run with white wine rather than water.

The road continues to climb, skirting Lake Albano, an extremely deep volcanic lake that was another site of imperial Roman vacation houses. An intercession to the left leads to the highest of the Castelli, town of Pappa, built into the side of Mount Cavo as a 12th-century papal defense post. A signpost leading to Campi d'Ambulo refers to what is



"Porchetta" is a specialty of the region.

supposed to have been a camping spot for Hannibal's armies as they prepared in 211 B.C. to march on Tusculum and Rome.

The lake road continues to Nemi, a tiny town perched far above a smaller volcanic lake with a 16th-century castle, previously a stronghold for the Tuscoli counts, the Orsini and the Colonna, and now property of the Ruspini. The town is known largely for its wild strawberries; there is a strawberry festival each spring. Nemi has ancient roots: the shore of the tiny circular lake, known as the Mirror of Diana, was the site of a temple to the goddess.

Continue around the lake to Genzano di Roma, south of which is a turnoff for Lavinio, resettled in the 11th century by Benedictine monks after centuries of decline. Parts of the medieval town, including a small Colonna palace and a fortification tower, remain. On the way back to Rome via the Via Appia passes through Genzano, founded by Christian monks and best known for its *infiorata*, a festival on the Sunday after Corpus Christi, when the road to the cathedral is carpeted with religious portraits made out of flower blossoms.

Albano Laziale is a large, bustling city believed to have been built over the Cassa Albana, the camp that the Emperor Septi-

mian Severus built for the Second Roman Legion in 195 A.D. There is an ancient Roman cistern still in use. The medieval Santa Maria della Rotonda was built on the site of the symposium of Demetrius' villa.

Over the hill from Albano is Castel Gandolfo, overlooking Lake Albano. On the site of Alba Longa, which legend says was founded by Ascanius, son of Aeneas, its original castle was built by the Orsini dukes of Gandolfo but later passed to the Severi. The town is best known as the summer residence of the pope, a tradition that began when Urban VIII had it rebuilt in the early 17th century. The loggia and the *scalone* (staircase), added by Alexander VII, were designed by Bernini, as was the nearby church of San Tomaso di Villanova and the fountain in front of it.

Most exciting perhaps for history lovers is Castel Gandolfo's *emissarium* or lake outlet, a 1,400-foot passage tunneled out of solid rock to keep the water level constant in the spring-fed lake. The tunnel was built by the Romans, possibly as long ago as 397 B.C., and still serves its original purpose.

Sari Gilbert is a Rome-based journalist who contributes to The Washington Post and the Boston Globe.

Monks at the Abbey of St. Nilus, above, clock at Castel Gandolfo.

Monks at the Abbey of St. Nilus, above, clock at Castel Gandolfo.

Cavaillon

The Cavaillon region is a beautiful area with many historic sites and a rich cultural heritage. It is a great place to visit for anyone interested in history and art.

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lands

Continued from page 7

allow water, we reached places that have been inaccessible to other boats. The boats are small, but they are perfect for the purpose. The real adventure was in the high winds in the outermost inlets.

Soon to the independent traveler in the peep is the four youth hostel, which is open year-round. This is an inexpensive and flexible way to travel, offering the intimacy to meet other travelers.

Fjardang, one of the most beautiful in the southern archipelago, with its forests and sheltered coves, the hotel is a large old house. Here you can rent a car. There are no shops on the island, so you can buy food on Dalarna, the day of departure for Fjardang.

Also has a pleasant enough youth hotel, a sauna, but the island is a little dull. Fourth hotel, however, on Stora Karlman, is a gem. Built in 1914, it is the only one on the island. Guests at the hotel — most — have the island to themselves. There is no electricity. Heat is provided by a peat fire, light by paraffin lamps. There is regular boat service. The hotel was built on another island, fetches as at the nearest regular boat stop. Must be brought to the island or in advance through the wardens.

pe Wikstrom, a writer living in Stockholm, wrote this article for The New York

THE Unkar, tel. (8) 24 94 70, flies the June 4-Aug. 27. The trip costs about \$35. Its restaurant serves a limited menu of excellent archipelago cuisine, with dishes such as smoked fillet of cod or smoked salmon; main courses from about \$10 to \$12. The boat's schedule is designed so that one can disembark at any stop and return to Stockholm on a bus.

The Bjorkland (11 71 13) has tours with music Sunday through Thursday, June 10-Sept. 4, for \$8; buy tickets a week in advance for this or the Bjorkland. Dinner for two, for two with wine, about \$55. Main dishes include pork tenderloin, grilled spiced salmon, steamed fish. Tables must be booked in advance.

The Bjorkland (23 33 75) makes trips with jazz and dancing Tuesday through Thursday, June 24-Aug. 21, for \$9. Dinner for two with wine, about \$55. Main dishes include fried sole or plaice, fillet of reindeer with fried mushrooms. An excellent herring platter is among the appetizers. Booking a table ahead is recommended.

Lunch cruises on the Storökar are Monday through Friday for \$4. The Storökar makes day trips to Sandhamn daily for \$8. No bookings for these boats, but tables can be reserved (20 91 96). The food varies; the best bet is steamed fish, \$11.

Boat trips to Bullerö cost about \$11. Museum open daily, June 9-Aug. 22; admission free. Day tours to Sandhamn via canal cost \$10. Both can be booked through Stockholm Information Service (Sweden House, Kensington Gardens, Box 7542, S-103 93 Stockholm, tel. 789 24 17).

At Stockholm Information Service you can also buy Washburn Co.'s Interarktyk tickets for \$15, good for two weeks of unlimited travel on more than 20 routes, or rent sum-

mer houses in the islands for \$190 and up a week (but be warned, many are a long way from the water).

Boat trips to the national park on Angu run twice a week for \$4, private trip for \$26, from Vesterhaga, which is reached by bus; tel. (176) 643 25.

One can charter a yacht with skipper through agencies such as Sweetyacht Charter, tel. (766) 459 20. Cost, from \$500 a week for a 35-foot boat with room for five passengers to \$2,100 a week for a 53-foot yacht for five. Food is extra.

As of 1984, fishing is permitted practically everywhere in the archipelago, provided nets are not used. The most common catches are pike, perch, Baltic herring and lake perch. Baiting is prohibited, with the exception of a single day's hunting of hares, roe deer or duck is allowed under the supervision of the city forest officer in Helsingborg, a municipality close to Stockholm, who issues a permit. Hunting license and a rifle.

Youth hostels cost \$7 to \$9 a night. Booking, which is recommended, is through each hostel. For example, tel. (750) 508 100; Mjögården (766) 643 12; Gullö (766) 661 17; Stora Karlsholmen (766) 650 90 or (764) 460 23. Rooms have two to six beds, and guests do their own cooking. Alcohol is not permitted.

There are few hotels in the archipelago. On Vaxholm, a good distance from the mainland, is the Vaxholm Hotel, (764) 301 50, which is the archipelago's best hotel and has the best restaurant in the islands.

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AMEX Stock Index			
High	Low	Close	Ch
264.71	263.44	264.50	+1

Shares Rise Again in New York

(Continued on next left-hand page)

(Continued on next left-hand page)

Thursdays NYSE Closing

Tables include the nationwide prices as to the closing on Wall Street and do not reflect late trades elsewhere.

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

(Continued)

12 Month High	12 Month Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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12 Month High	12 Month Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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12 Month High	12 Month Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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12 Month High	12 Month Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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12 Month High	12 Month Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50	High	Low	Stock	Div.	Yld.	PE	25	50
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

12 Month High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50 High Low Stock Div. Yld. PE 25 50

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100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100
100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100	100.00	95.00	IBM	3.00	3.00	10.00	100	100

West German Surplus Is Expected to Widen

FRANKFURT — This year's sharp fall in the price of West German goods in the current account surplus, which would otherwise have narrowed the Bundesbank said Thursday in its July monthly report.

Outside the energy sector, factors are at work that already point to a correction in the surplus. They include "secondary effects" on both imports and exports from the oil price drop.

West Germany had a record current account surplus of 39.2 billion DM (\$18.3 billion) in 1985, and a record trade surplus of 74.4 billion DM, latest Bundesbank figures show. The current account measures a country's trade in goods and services as well as interest, dividends and certain transfers.

Spending on energy imports totaled 95 billion DM in 1985 or 5.2 percent of gross national product, despite a 10-percent rise in energy imports by volume. But over the whole year the decline in prices should become more noticeable, as oil import prices were still relatively high in the early part of this year.

The bulk of cuts in gas import prices normally occurs in the second half of the year, and the strong increase in energy imports by volume in the early part of the year should result in more moderate demand later in the year, the Bundesbank said.

Assuming the oil price in dollar terms holds at for the rest of the year at its mid-1986 level, and the dollar/mark rate does not fluctuate sharply, West Germany's energy import bill this year should fall to around 50 billion DM, or 2.5 percent of GNP, the total output of West Germany's goods and services, including the real rise in energy imports.

West Germany's energy trade deficit, taking into account energy exports, will be halved to some 40 billion DM.

GM Study Seeks to Cut Car Costs by \$1,800

DETROIT — General Motors Corp. has begun a project to reduce the cost of building cars an average of \$1,800 each in an effort to improve its position in the increasingly competitive U.S. market, its executive vice-president, Lloyd Reuss, said Thursday.

Mr. Reuss, who heads the company's North American car group, also said in an internal GM publication that the reorganization of some engineering operations of the world's largest automaker is going "much slower than anticipated." GM now offers more car models than it should, he said.

The company also announced Thursday that it had approved plans for a front-wheel drive, plastic-body minivan to be marketed by the Pontiac and Chevrolet divisions by the end of the decade.

(Reuters, AP)

U.S. Futures

Via The Associated Press

July 17

Grains

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OTTAWA — Canada's industrial corporations posted a 17.2-percent decline in earnings in the first quarter of 1986, their first fall in profits in recent years, Statistics Canada said Thursday.

Pretax profits of the nation's largest industrial concerns fell to 9.7 billion dollars (\$1 billion) from 10.9 billion in the fourth quarter of 1985. After-tax profit totaled 5.4 billion compared to 6.3 billion in the previous quarter.

Sales fell to 184.2 billion dollars from 200 billion, while assets grew to 441.5 billion from 439.4 billion. Share capital surged 1.1 billion dollars from 72.7 billion.

July 17 | continued.

[illegible]

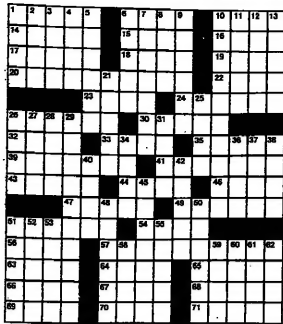
Net asset value quotations are supplied by the Funds listed with the exception of some quotes based on issue price.
The marginal symbols indicate frequency of quotations supplied: (d) - daily; (w) - weekly; (b) - bi-monthly; (q) - quarterly; (y) - semi-annually.

[illegible]

- Société Générale, Paris
- Gefinor Finance, Geneva
- Paribas, Luxembourg
- Lloyds Bank, London

10% bonds 1979/1994
of U.S. \$1,000.00
Redemption before due date

Supplement to the advice published on July 8, 1986.
Paying Agent: B.N.P. - PARIS



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BEETLE BAILEY



ANDY CAPP



WIZARD OF ID



REX MORGAN



GARFIELD



World Stock Markets

July 17
Closing prices in local currencies unless otherwise indicated.

Market	Stock	Price
American	IBM	120 1/2
	General Electric	110 1/2
	Westinghouse	100 1/2
	Rockwell	100 1/2
	Rockwell	100 1/2
	Rockwell	100 1/2
	Rockwell	100 1/2
	Rockwell	100 1/2
	Rockwell	100 1/2
	Rockwell	100 1/2
European	Shell	100 1/2
	BP	100 1/2
	Esso	100 1/2
	Amoco	100 1/2
	Exxon	100 1/2
	Conoco	100 1/2
	Phillips	100 1/2
	Marathon	100 1/2
	Valero	100 1/2
	Energy	100 1/2
Latin America	Alcoa	100 1/2
	Aluminum	100 1/2
	Steel	100 1/2
	Iron	100 1/2
	Copper	100 1/2
	Gold	100 1/2
	Silver	100 1/2
	Platinum	100 1/2
	Palladium	100 1/2
	Rhodium	100 1/2
Asia	Toyota	100 1/2
	Honda	100 1/2
	Nissan	100 1/2
	Mazda	100 1/2
	Suzuki	100 1/2
	Isuzu	100 1/2
	Mitsubishi	100 1/2
	Ford	100 1/2
	Chrysler	100 1/2
	Jeep	100 1/2

BOOKS

HOME: A Short History of an Idea

By Witold Rybczynski. 256 pages. \$16.95.
Viking, 40 West 23d Street, New York, N.Y. 10010.

Reviewed by Jonathan Yardley

THE idea of "home"—the house, but also everything that was in it and around it, as well as the people and the sense of satisfaction and commitment that all these conveyed—may seem as old as the hills, but as Witold Rybczynski demonstrates in this exceptionally interesting and provocative book, it is a relatively modern notion that did not really begin to take shape until after the Middle Ages. It is also an idea, in Rybczynski's idiosyncratic but highly persuasive view, that has been altered and enlivened by contemporary architecture and interior design, which have abandoned traditional ways of creating comfort in order to place principal emphasis on artistic appeal.

Comfort, the word occurs over and over again in the study, for if the history of home is a history of the Western world it is also a meditation on the meaning of comfort, which Rybczynski mentioned only once in his years of architectural study yet which he correctly regards as the key to our feelings about the buildings in which we live. It proved a more complicated inquiry than he had at first imagined, but eventually Rybczynski concluded that "domestic comfort" involves a range of attributes—convenience, efficiency, leisure, ease, pleasure, domesticity, intimacy and privacy—all of which contribute to the experience. In the course of his brief yet highly informative analysis Rybczynski shows how all of these attributes evolved over centuries, combining to create a sense of "home" that we take much for granted yet that would have been unimaginable 500 years ago.

To begin with, in the Middle Ages the vast majority of people did not live in houses, they lived in hovels. Even the bourgeois, upon whom Rybczynski concentrates, lived in a way that most of us would find deeply offensive. "The medieval house was a public, not a private place. The hall was in constant use, for cooking, for eating, for entertaining guests, for transacting business, as well as nightly for sleeping. It was a place in which no one could be comfortable, as we now understand that, but that we might because the benches and beds were hard but because "comfort" was simply not an objective of medieval society.

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Solution to Previous Puzzle

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ASIA CAMPANELLA
PENN TREASURES
ERAS SANDSTONES

Solution to Previous Puzzle

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ASIA CAMPANELLA
PENN TREASURES
ERAS SANDSTONES

BRIDGE

By Alan Truscott

SOUTH brought home an apparently hopeless game on the diagrammed deal, but with East full form game by matching the club ace. He may have hoped that by playing the spade jack would produce a trump trick for the defense.

Even if South can collect the trump game safely, he seems doomed to lose two diamonds and a trick in each black suit. There was one slight legitimate chance: if East held the club ace singleton or doubleton, two tricks could be scored in that suit.

By Alan Truscott

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DENNIS THE MENACE



JUMBLE

Unscramble these four jumbles, one letter to each square, to form four ordinary words.

HIMEC

MESOO

BEEDAT

TRUXAS

Answer here: A () of ()

Yesterday's Jumble: LOUSY STARD NISPER TONGUE

Answer: In German, the answer to the common cuss—"GESUNDT!"

WEATHER

Area	High	Low	Area	High	Low
Alaska	50	40	Alaska	50	40
Canada	50	40	Canada	50	40
Europe	50	40	Europe	50	40
Asia	50	40	Asia	50	40
Africa	50	40	Africa	50	40
Latin America	50	40	Latin America	50	40
North America	50	40	North America	50	40
South America	50	40	South America	50	40
Oceania	50	40	Oceania	50	40

To Our Readers

Because of a strike at Agence France-Presse, the World Stock Market prices are incomplete in this edition. We regret the inconvenience to readers.

AGENCE FRANCE-PRESSE

